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of progress are countless improvements in the mechanical equipment connected with train operation, and in the organization of the operating service, which help to solve the difficult problem of handling the rapidly growing passenger traffic with speed, promptness and safety.

This volume contains an interesting description of the physical equipment of the passenger service, and tells how it is operated. Because of the extreme diversity of practice in construction the author has found it impossible to describe in detail all the important terminals of the country, but by the judicious selection of certain prominent types for detailed discussion, and by calling attention to the unique features of particular variations, he has succeeded in presenting a remarkably comprehensive picture of the entire passenger service. A special chapter is devoted to the passenger terminals of New York City, and another to the trains and terminals of foreign countries.

Not the least interesting feature of the work is the large number of excellent cuts, charts and diagrams of virtually all the important passenger terminals of the United States.

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NELSON, JOHN H. (Compiled by.) *Interstate Commerce Commission Law.* Pp. 168. Price, \$1.00. Washington: John Byrne and Company, 1916.

PHELPS, EDITH M. (Compiled by.) *Selected Articles on the American Merchant Marine.* Pp. xxviii, 218. Price, \$1.25. *Idem. Selected Articles on the Government Ownership of Railroads.* (3rd Ed., rev.) Pp. xxxvii, 201. Price, \$1.25. White Plains, N. Y.: The H. W. Wilson Company, 1916.

These volumes are two among the many that comprise the *Debaters' Handbook Series*. They contain a brief or outline of both sides of the following resolutions: (1) that the United States should have a government-owned merchant marine, and (2) that the United States should own and operate its interstate railways. Each volume contains a bibliography and a number of selected articles, reports or papers by writers on both sides of the questions at issue.

The volumes do not constitute additions or original contributions to the literature on government ownership. They, however, present reprints of many standard articles and papers in a convenient form, and indicate to the student or debater where more detailed information may be obtained. The bibliographies were carefully selected so as "to give the reader access to the most usable and most easily obtainable material."

This new edition of *Government Ownership of Railroads* contains a number of recently published articles and a fully revised bibliography.

G. G. H.